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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 29 June 1953

SUBJECT Repair of Locomotives and Tank Cars
 in East Germany

NO. OF PAGES 2

PLACE	25X1
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NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. The repair shops at Niedersachswerfen are to be closed down and vacated by 1 May 1953 because they are too near the West German border.
2. The repair shops at Jena are doing very unreliable work. The shops are over-filled with cars needing repair. Every day the cars available to the Reichsbahn for use are decreasing. Most of all there is a lack of wheel sets, Gestra valves, boiler plate and especially of aluminum plate. During the last three months numerous arrests have been made in the Jena repair shops because of alleged sabotage.
3. Various positions in the Central Car Administration have been actually given to two people for the purpose of reciprocal control. Six leading employees gave notice as of 31 March 1953 because they were afraid of being arrested because of the daily increasing inadequacies showing up in the Reichsbahn. The commercial director of the Reichsbahn Generaldirektion (fnu) Hertz, has been completely neutralized (Kaltgestellt) since about the middle of March. The position is actually being filled by (fnu) Steiner, the son-in-law of Wilhelm Pieck.
4. According to information of the Technical Section of the Central Car Administration, all repair shops are crowded with cars needing repair; they do not even have the space to put cars on sidings. Because of the lack of steel rails, in Jena steel bars are being cemented into concrete to make provisional rails so that damaged cars can be removed from the rail lines. The main shortage for the repair of tank cars is Gestra valves - which East Germany is manufacturing in violation of patent rights which are held in West Germany. Another considerable bottleneck is the lack of lead and rubber linings for sulphuric and hydrochloric acid cars. Therefore, there is a continuing decrease in usable cars of this category. Aluminum of the required purity of 99.9 per cent is also in short supply. At the present time about 3,500 pairs of wheel sets are needed for tank cars. On many otherwise usable cars the wheel flanges have worn so thin and give so much play to the wheels that derailments occur very frequently. Spring steel is also badly needed. Cars which temporarily are unrepairable because of some material shortage are not expected to be put back into service for months because of these shortages. In all the larger stations and yards these cars have been put on sidings and are deteriorating. According to information from the Technical Section, the number

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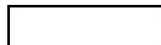
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of cars which cannot be repaired at the present time has increased since January by 289 cars, and the number is continually growing. From October 1952 to 1 March 1953, a total of 515 tank cars were dismantled. Many parts from these cars were used for repairing old cars.

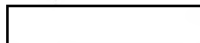
5. According to information from the Operations Section of the Central Car Steering Office, the planning for transport of goods is currently considerably hindered by the long running time through Poland and the increasing number of damaged cars. If these difficulties continue to increase at the same rate, tank car traffic will be practically at a stand-still by the end of 1953. Tank cars returning to Frankfurt/Oder from Poland arrive shot full of holes. A count made in February showed the following number so damaged:

1st week	12 cars
2nd week	46 cars
3rd week	59 cars
4th week	21 cars

Two tank car trains with a total of 76 cars, carrying aviation gasoline to be transported to Brest-Litovsk, left in early January 1953 and have not yet returned. It is thought that they might have been destroyed.

6. The coal dust cars which are used for the transportation of coal dust for coal dust locomotives (Kohlenstaublokomotiven) and for heating generators for electricity plants and turbine stations of the mineral oil industry are also under the direction of the Central Car Steering Office. According to the latest count, the Reichsbahn possesses 522 of these special cars. Through improper handling of the cars and, above all, because of the shortages of replacement material, there are at present only 194 of these in service. All the other cars are in need of repair. As a result, many electricity plants are facing difficult problems. The Reichsbahn possessed a total of 14 coal dust locomotives (rebuilt from other engines); the number of these engines available for service has sunk to 4. The initiator of the coal dust idea was celebrated in East Germany at the time as an important inventor.
7. Minister for Traffic Prof. Hans Reingruber and State Secretary Ernst Wollweber are presently examining the difficulties affecting tank car traffic. The SSD is also currently investigating the situation in the repair shops.

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Comment: Possibly Richard Stainer, Deputy General Director, Railroads, is meant.

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